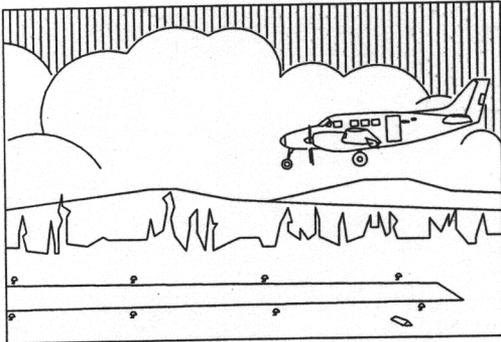


# FINDING OF NO SIGNIFICANT IMPACT

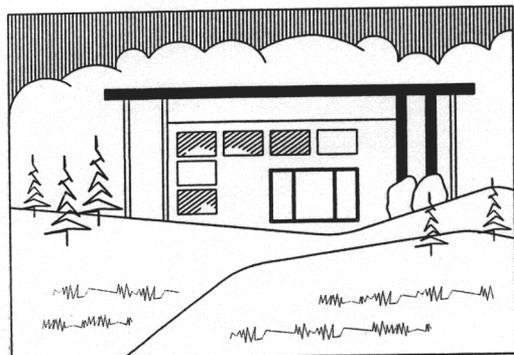
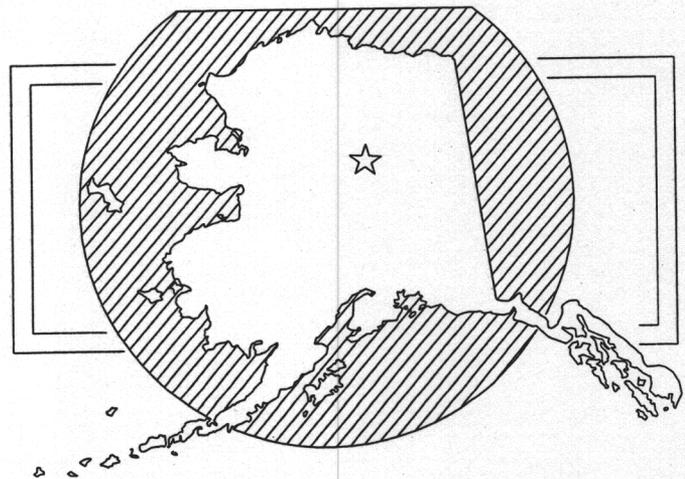
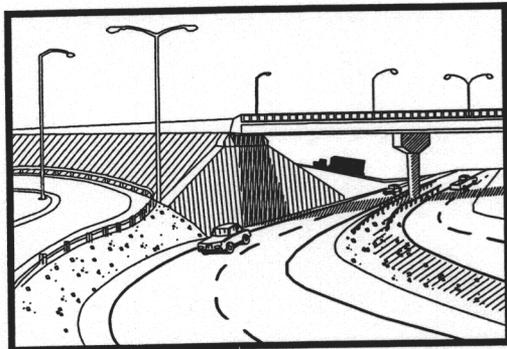
## ILLINOIS STREET RECONSTRUCTION PROJECT

PROJECT NO. STP-F-M-0663(4)



# STATE OF ALASKA

Department of Transportation  
and Public Facilities



## NORTHERN REGION

JULY 2005

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD  
FAIRBANKS, ALASKA 99709-5316  
TELEPHONE: (907) 451-5292  
TDD: (907) 451-2363  
FAX: (907) 451-5103  
EMAIL: [bruce\\_campbell@dot.state.ak.us](mailto:bruce_campbell@dot.state.ak.us)

July 6, 2005

Re: Illinois Street Reconstruction  
Project STP-F-M-0663(4)/63102  
**Finding of No Significant Impact**

Edrie Vinson  
Environmental Project Manager  
Federal Highway Administration  
P. O. Box 21648  
Juneau, AK 99802-1648

Dear Ms. Vinson:

Enclosed for your review and signature is the Illinois Street Reconstruction Finding of No Significant Impact (FONSI) document. If you have any questions, please contact Janet Brown, P.E., Engineering Manager, at (907) 451-2283.

Sincerely,

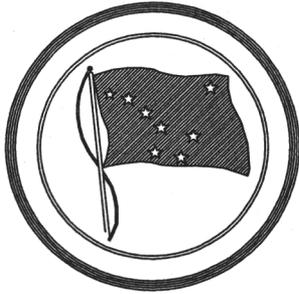


David T. Bloom, P.E.  
Preconstruction Engineer

BC/dt

Enclosure

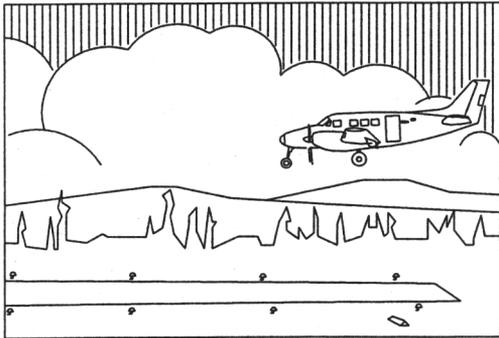
cc: Janet Brown, P.E., Engineering Manager, DOT&PF, Northern Region  
Bruce Campbell, Environmental Analyst, DOT& PF, Northern Region



# FINDING OF NO SIGNIFICANT IMPACT

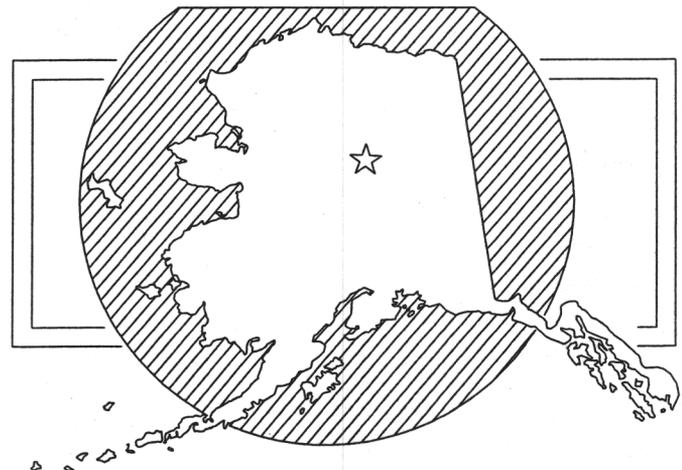
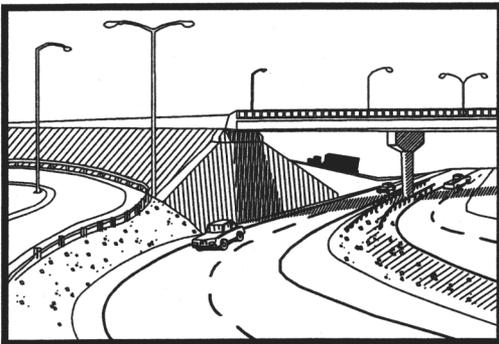
## ILLINOIS STREET RECONSTRUCTION PROJECT

PROJECT NO. STP-F-M-0663(4)



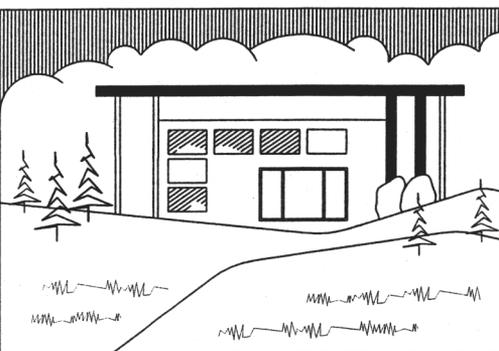
# STATE OF ALASKA

Department of Transportation  
and Public Facilities



*NORTHERN REGION*

*JULY 2005*



U.S DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

ILLINOIS STREET RECONSTRUCTION PROJECT  
Project Number STP-F-M-0663(4)

Selected Alternative:

The Alaska Division Office of the Federal Highway Administration (FHWA) has selected the Build Alternative to reconstruct Illinois and Barnette Streets in Downtown Fairbanks.

Barnette Street will remain a one-way, two lane southbound street with a new bridge crossing the Chena River extending Barnette Street to Doyon/Terminal Street. Barnette Street will have a 10 foot parking lane with pedestrian bulb-outs at the intersections along the west side from 7th to 1<sup>st</sup> Avenue (Figure A). Between Barnette and Cushman Streets, 1<sup>st</sup> Avenue will become a two way street with eight-foot wide sidewalks. Barnette and Cushman Street intersections with 1<sup>st</sup> Avenue will become signalized with pedestrian push buttons.

The existing Cushman Street Bridge will be replaced with a new structure that meets current seismic standards and has an inviting 20-foot wide pedestrian path on the east side and a six-foot sidewalk on the west side. Illinois Street will be two lanes, one-way northbound from 1<sup>st</sup> Avenue to Doyon/Terminal Street. Sidewalks will narrow on the east side of Illinois to 17 feet wide between the north end of the new bridge and Doyon/Terminal Street.

Two bridge options are under consideration for both of the new Cushman and Barnette Street Bridges. The two-span continuous steel girder "haunch" style and a two-span decked bulb-tee girder style. Both can accommodate a pedestrian path on the north bank under the bridges that will connect to the existing Chena Riverfront Path.

The Chena Riverfront Path will extend under both the new Cushman and Barnette Street Bridges and connect to Barnette Street near the existing Samson's Hardware location. This path design will require the full acquisition of the Jackovich Apartment property and the removal of the existing warehouse behind Samson's Hardware (See Errata Figures F15 and F23).

A triangular open space will be created between the new Barnette Street Bridge and the replaced Cushman Street Bridge. The triangular space will be accessible from the Chena Riverfront Path and via sidewalks between both streets from the Doyon/Terminal Street intersection. The Alaska Department of Transportation and Public Facilities (DOT&PF) will provide topsoil, seeding, and water and power service connections to this space. DOT&PF will retain ownership of this land and local community groups will be encouraged to landscape and maintain the triangular space in a manner that enhances the core downtown area of Fairbanks.

Between Doyon/Terminal and Minnie Street a raised median will be installed with dedicated left turn lanes at all road intersections except Slater Street. Slater Street will be limited to right-turn-only entrance and exit maneuvers at the intersection with Illinois Street. Minnie Street will be widened to provide westbound dual left turns onto Illinois Street.

From Doyon/Terminal Street north to College Road, a six-foot wide sidewalk with curb and gutter will be constructed along the west side of Illinois Street. A 10-foot pedestrian path with curb and gutter will be installed on the east side, except for a short stretch between Minnie Street and the Monroe Catholic School where the pedestrian path will be eight feet wide.

Between Minnie Street and College Road the one lane southbound, one lane northbound and two way left turn lane will remain. A new bridge will replace the existing Noyes Slough Bridge. At College Road, an additional northbound left turn lane will be constructed.

Throughout the corridor a new storm drainage system with mechanical separators for pollutants will be installed.

The proposed action will:

- Provide a more aesthetically pleasing corridor
- Create efficient traffic flow for vehicles
- Improve pedestrian facilities and safety along Barnette and Illinois Streets
- Upgrade streetlights
- Improve drainage
- Provide sufficient capacity to safely handle the traffic demands for both motorized and non-motorized users through the design year of this project (2035)
- Upgrade utilities

Figure B shows the construction phasing for this project.

#### Alternatives Considered:

A No Build Alternative was evaluated to determine the impacts if no action were taken. The No Build Alternative would not improve safety, existing deficiencies, or access, nor would the No Build Alternative respond to the public support for this project.

#### Executive Orders:

This project is in compliance with Air Quality Conformity requirements and the following Executive Orders:

- Notice of Wetland Involvement, Executive Order 11990
- Environmental Justice, Executive Order 12898
- Protection and Enhancement of the Cultural Environment, Executive Order 11593
- Floodplain Management, Executive Order 11988

#### Measures to Minimize Harm:

**Floodplain:** The Selected Alternative involves work in the historical Chena River floodplain and the regulatory floodway. The Selected Alternative will have no effect on the regulatory floodway.

**Water Quality, Habitat, and Navigation:** Timing windows will limit in-stream construction activity impacts.

The Selected Alternative will require the following permits:

- U.S. Army Corps of Engineers (USACE) permit for excavating or placing fill in the waters of the United States under Section 404 of the Clean Water Act, and for dredging, placing structures, or other work in or affecting navigable waters under Section 10 of the Rivers and Harbors Act
- Section 9 Permit for Bridges Over Navigable Waters, U.S. Coast Guard (USCG), for construction of bridges over navigable waters
- FNSB Floodplain Permit
- Title 41 Fish Habitat Permit, AK Department of Natural Resources (DNR), for construction in specified anadromous streams
- National Pollution Discharge Elimination System Permit (NPDES), U.S. Environmental Protection Agency (EPA), for point-source discharge of wastewater or storm water into the waters of the United States
- 401 Certificate of Reasonable Assurance, DNR, for activities requiring a permit under the Clean Water Act

Construction Environmental Commitments:

**Historic Preservation:**

- The Contractor is required to immediately stop construction in the area if the Contractor discovers any cultural, historic, or archeological properties during construction.
- Signs will be installed indicating and interpreting the Illinois Street Historic District.

**Hazardous Waste:**

- If hazardous waste is encountered during construction, the Contractor will immediately contact the DOT&PF Project Engineer for mitigation and notification procedures.

**Water Quality, Habitat, and Navigation:**

- Best Management Practices (BMP's) will be used during construction to prevent sediment runoff into the Chena River and Noyes Slough.
- In accordance with NPDES and the City of Fairbanks Draft MS4 permit, the Contractor will prepare a Storm Water Pollution Prevention Plan (SWPPP) specific to the project area and subject to approval by DOT&PF. The Department will prepare an Erosion and Sediment Control Plan (ESCP) for the Contractor to use while preparing the SWPPP.
- The Contractor will not place fill or dredge material, nor operate equipment, within or on the banks of a stream except as outlined in the Title 41 Fish Habitat Permit issued for this project.
- The Title 41 Habitat permit will establish a set of performance standards to ensure the project has minimal impact on the resource
- DOT&PF will coordinate with the National Marine Fisheries Service (NMFS).

**Air Quality:**

- BMP's, generally watering, will be used during construction to control dust.

**Construction:**

- The Contractor will not use land from any park, recreation area, or historical site inside or outside the project limits for excess fill disposal, staging activities, equipment or material storage, or for any other purposes unless permitted.
- The Contractor will not excavate or use any fill material at any site known or suspected of containing hazardous materials or fuels without an approved permit.

- Upon completion of construction work, the Contractor will clean up all trash, rubbish, excess materials and equipment on the project site.
- DOT&PF will prepare an engineer's report of the Immaculate Conception Church prior to construction.
- DOT&PF will monitor vibrations at Immaculate Conception Church during construction. Lexan, a material like Plexiglas will be offered for placement over the windows of the church for protection during construction.

**Public Hearing Summary:**

DOT&PF issued the following public notices for the EA public hearing and issued the EA document in the following manner:

- Display advertisements in the Fairbanks Daily News Miner published on May 25 and 29, June 5, 12, and 14, 2005, announcing the hearing and availability of the EA (See Appendix 1)
- Sent copies of the EA to resource agencies with a request for comments
- Sent EA copies to cooperating entities including the Fairbanks North Star Borough (FNSB) and the City of Fairbanks
- EA available online at:  
[http://www.dot.state.ak.us/stwdplng/projectinfo/project\\_pages/illinois\\_street/](http://www.dot.state.ak.us/stwdplng/projectinfo/project_pages/illinois_street/)
- EA copies were available at the public hearing and provided on request

DOT&PF held the public hearing on June 14, 2005 in the Fairbanks City Hall-Council Chamber. Certification of this public hearing may be found in Appendix 1. Project team members present at the meeting included DOT&PF Design, Environmental, Right of Way, and USKH, Inc. engineering and environmental consultants. Project team members explained displays and handouts in a walk-through, open house format and took notes of general comments. A recorder was available for attendees wishing to make a recorded statement. DOT&PF collected 73 signatures from attendees and nine completed written comment sheets at the public hearing. DOT&PF received six emails and two letters from contributing entities, and five people faxed comments to DOT&PF after the public meeting (See Appendix 1).

Comments and DOT&PF responses, categorized by comment type, include:

**Project Support**

- The majority of comments received expressed support of the project. All but four of the written comments supported the project.
  - *Response: Thank you for your support.*

**Document Corrections**

- There is no snow storage site that drains into Noyes Slough.
  - *Response: See Errata document for correction.*
- The Stormceptor is not a filter, but an oil/grit separator.
  - *Response: See Errata.*
- Add a conservation measure for timing windows for in-stream work (active bridge work when water levels are low).
  - *Response: See Errata.*
- ADOT&PF will coordinate with NMFS, which is a part of NOAA.
  - *Response: See Errata.*
- The traffic lanes on Figure 5 are not shown correctly.

- *Response: So noted. Existing traffic lanes create difficult traffic patterns as conveyed in Figure 5. This project will alleviate these difficult traffic patterns.*
- Nothing is mentioned about current and design speed limits.
  - *Response: See Errata.*
- Figure 12 shows ROW acquisition extending to 8<sup>th</sup> Avenue on Barnette Street. Project scope is to 7<sup>th</sup> Avenue. Explain requirement to acquire onto 8<sup>th</sup> Avenue.
  - *Response: ROW acquisitions on the west side of Barnette Street, south of 7<sup>th</sup> Avenue are required to relocate the ROW beyond existing improvements. No construction will occur at this location.*
- Call FMATS "The official transportation planning body for the Fairbanks Metropolitan Area." FMATS does not have borough-wide transportation planning authority.
  - *Response: See Errata.*
- Remove the one-way arrow on 1<sup>st</sup> Avenue in Figure 7, as text on Page 1 indicates 1<sup>st</sup> Avenue will become two-way between Barnette and Cushman Streets.
  - *Response: The text correctly reflects that 1<sup>st</sup> Avenue will become a two-way street between Barnette Street and Cushman Street. Figure 7 depicts current and future traffic counts, not current and future design.*

### **Historic Resources**

- One comment asked that DOT&PF provide mitigation money for the demolition of Samson's Hardware and the Big I bar.
  - *Response: An historical resource survey was performed for this project in accordance with Section 106 of the National Historic Preservation Act. The historic survey found Samson's Hardware is not eligible for listing on the National Register of Historic Places; therefore, no formal mitigation is required. This project provides a beneficial impact to the project area, and the owner of Samson's Hardware has commented in favor of the project. The Big I bar will not be demolished as part of this project.*
- One comment suggested turning Kelly's Tire into a DOT&PF museum for older equipment.
  - *Response: DOT&PF expects to acquire only land, not the structure, at the Kelly Tire property.*

### **Bridges**

- As stated in the EA, Title 41 Fish Habitat Permits from the Department of Natural Resources Office of Habitat Management and Permitting (OHMP) will be required for the instream work related to bridge construction/replacement. Construction work plans for each bridge will be important issues once the project is bid.
  - *Response: DOT&PF will coordinate with OHMP for Title 41 Fish Habitat Permits before project construction.*
- Explain why the Cushman Street Bridge and Noyes Slough Bridge need to be replaced and a new bridge needs to be built at Barnette Street.
  - *Response: The Cushman Street Bridge is about 43 years old and designed with a 50-year design life. Rehabilitation would improve only structural capacity, but it will not provide the same remaining life as the proposed replacement alternatives. The life cycle cost for replacement of the Cushman Street Bridge would be about \$2,000,000. A larger horizontal curve is needed at the Noyes Slough Bridge to improve capacity and accommodate pedestrian facilities. A new bridge is necessary to meet the larger horizontal curve. A new bridge at Barnette Street would improve safety.*

### **Construction Phasing**

- Suggestion to construct Barnette Bridge before the Illinois Street Bridge because it will reduce vehicle emissions in an area where people live, work and visit.
  - *Response: Construction of this project is expected to take place in four phases. Phase 1 includes construction of the new Barnette Street Bridge. The new Cushman Street Bridge will be constructed during Phase 4.*

### **Design**

- Include in the project design a reconstruction of the intersection of Driveway Road and Phillips Field Road.
  - *Response: The Driveway Road/Phillips Field Road is not within the scope of this project. This intersection will be addressed in the upcoming Phillips Field Road project.*
- The number of lanes on the north end of the project seems minimal even with current traffic.
  - *Response: The traffic study performed for this project does not indicate the need to increase the number of through traffic lanes north of Minnie Street.*
- The dual left turn onto College Road will worsen the traffic backup due to train operation across College Road.
  - *Response: The traffic study prepared for this project found that dual left-turn lanes northbound on Illinois Street at College Road will reduce delay.*
- Do the projected traffic counts between Cushman and Barnette on 1<sup>st</sup> assume two-way traffic?
  - *Response: Yes. Traffic counts assume two-way traffic.*
- There is no mention of sidewalk cross slope or accessible viewing areas.
  - *Response: All pedestrian pathways will meet ADA design criteria. DOT&PF will address specific pedestrian facility concerns during the design phase of this project.*
- There is no mention of running slopes and cross slopes as the bridges transition to sidewalks or shared use paths.
  - *Response: All pedestrian pathways will meet ADA design criteria. DOT&PF will address specific pedestrian facility concerns during the design phase of this project.*
- There is no mention of how to ensure that trees, benches, or shrubs will not protrude into the corridor of accessible travel for blind or mobility challenged pedestrians.
  - *Response: All pedestrian pathways will meet ADA design criteria. DOT&PF will address specific pedestrian facility concerns during the design phase of this project.*
- Develop a comprehensive surface or storm drainage plan for the general area, including the west end of Phillips Field Road.
  - *Response: DOT&PF has addressed storm drainage issues with the inclusion of mechanical separators at three potential locations in the project area. This project will improve drainage. The west end of Phillips Field Road is outside the project area. Drainage problems on the west end of Phillips Field Road will be addressed in an upcoming project for Phillips Field Road.*
- Consider erecting at least a two-lane bridge linking Church Street with Noble Street.
  - *Response: This consideration is not in the scope of this project.*
- The proposed Noyes Slough Bridge and Illinois Street/College Road intersection are not satisfactory.
  - *Response: Dual left turn lanes at the Illinois Street/College Road intersection will reduce delay and improve congestion.*

- There is no reference to Origin/Destination studies in the EA.
  - *Response: The Alternatives Capacity Analysis (November 2004) incorporated Origin/Destination studies.*
- One comment expressed concern about uninterrupted water utility service to Immaculate Conception Church and construction equipment staging in the parking lot adjacent to the church.
  - *Response: Utility service will be provided to Immaculate Conception Church throughout construction. If water utility interruptions occur, alternate water service to state specifications for emergency fire protection systems will be in place for the church prior to water service interruptions. Construction staging and equipment parking will not occur in the parking lot adjacent to Immaculate Conception Church.*
- The Noyes Slough Bridge appears to be a good candidate for bioengineered bank stabilization methods.
  - *Response: DOT&PF will consider bioengineered bank stabilization methods during the next phase of this project to help minimize the impacts of this project on Noyes Slough.*
- Connect the existing storm drain manhole located adjacent to the Immaculate Conception Church into the proposed storm system serving Illinois Street.
  - DOT&PF will tie the existing storm drain manhole from the Immaculate Conception Church into the storm drain system serving the Illinois Street corridor.

#### **Business Impacts**

- One comment expressed concern about adequate egress and entrance and parking for the Big I.
  - *Response: Current preliminary design provides one access point to the Big I from Terminal Street. An additional access point from North Turner Street may be provided during the design phase of this project. This will be determined during Right of Way negotiations.*
- One comment expressed concern that the road runs so close to the Big I that it may be dangerous or at a minimum an annoyance.
  - *Response: Preliminary engineering provides about 23 feet between the Big I and Terminal Street at its closest point. The Big I will be about 42 feet from Terminal Street at its furthest point. This space adequately meets design guidelines for this situation.*
- One comment suggested taking the Big I.
  - *Response: Preliminary engineering determines the Big I will not need to be acquired.*
- Do not close OK Lumber access at Minnie Street.
  - *Response: Traffic counts for this location do not warrant access to Illinois Street at the Minnie Street intersection. DOT&PF will provide alternate access to OK Lumber from Illinois Street about 55 feet to the south of Minnie Street.*
- Further delays in the project will impede continued economic expansion in downtown Fairbanks.
  - *Response: DOT&PF is preparing a tentative schedule for project development. DOT&PF is also concerned with economic development as reflected in the EA.*
- Consider selling the land between the two Chena River bridges to private industry.
  - *Response: The triangular open space will provide a welcome addition to the heart of Fairbanks. DOT&PF will retain this area to ensure maintenance and access to the bridges.*

- What access will be provided to local businesses during construction?
  - *Response: Local businesses will be provided access during construction. Access points will be determined during the detailed design phase of this project.*

**Housing Impacts**

- Resources in addition to realtor and property availability should be addressed in regards to relocation of fixed income residents.
  - *Response: The Department can assure that each relocatee will be offered decent, safe and sanitary housing within their financial means, or attainable with Last Resort Housing. Last Resort Housing will be implemented to offset the costs of fixed income relocatees.*

Conclusion:

The FHWA has determined the Build Alternative selected in this decision will have no significant impact on the human and natural environment. This FONSI is based on the attached EA, which FHWA independently evaluated and determined adequately and accurately discusses the need, environmental issues, and impacts of this proposed project and appropriate mitigation measures. The EA provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

*Edrie Vinson*

Edrie Vinson, Environmental Project Manager  
Federal Highway Administration

*July 6, 2005*  
Date



**ILLINOIS STREET RECONSTRUCTION PROJECT  
BARNETTE STREET PEDESTRIAN IMPROVEMENTS  
FIGURE A**



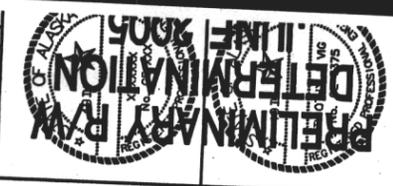
**ILLINOIS STREET RECONSTRUCTION PROJECT  
CONSTRUCTION PHASING  
FIGURE B**

**PROPOSED  
CONSTRUCTION PHASING**

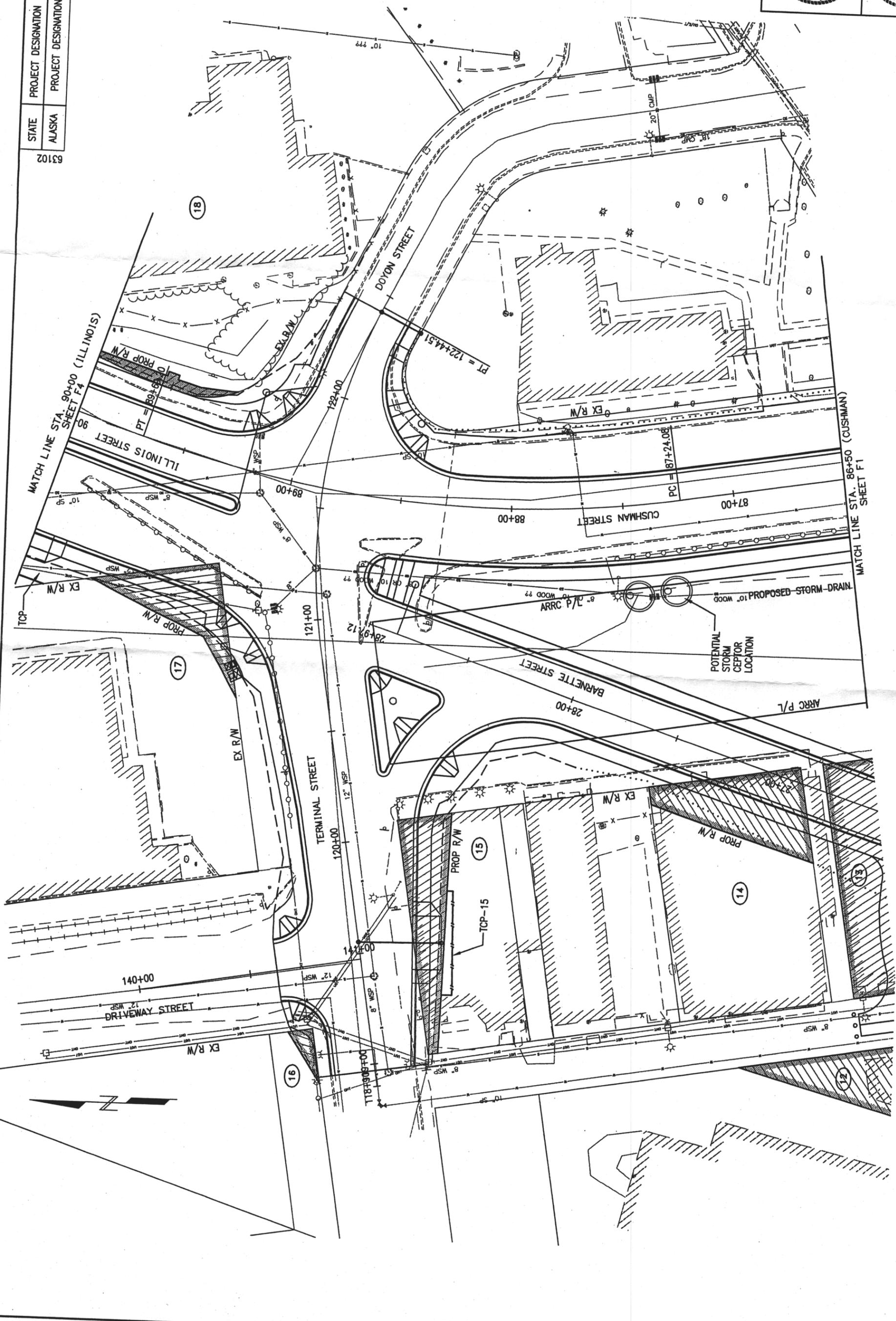
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	PHASE 2
	PHASE 3
	PHASE 4

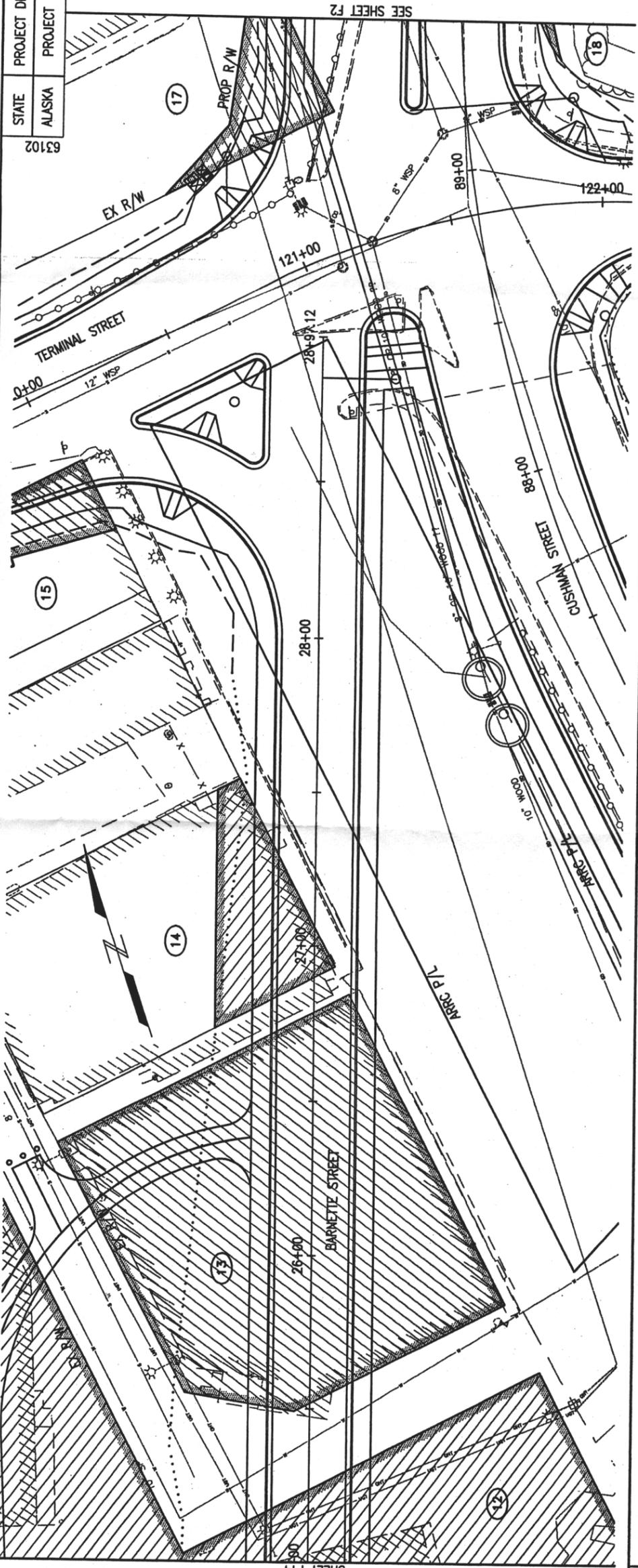


NUMBER	DATE	DESCRIPTION
1	3-18-05	ADDED DRIVES & STORM DRAIN
2	4-20-05	DEFINE RIGHT-OF-WAY TAKES



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.
ALASKA	PROJECT DESIGNATION	2005	F2





MATCH LINE STA. 25+00 (BARNETTE) SHEET F14

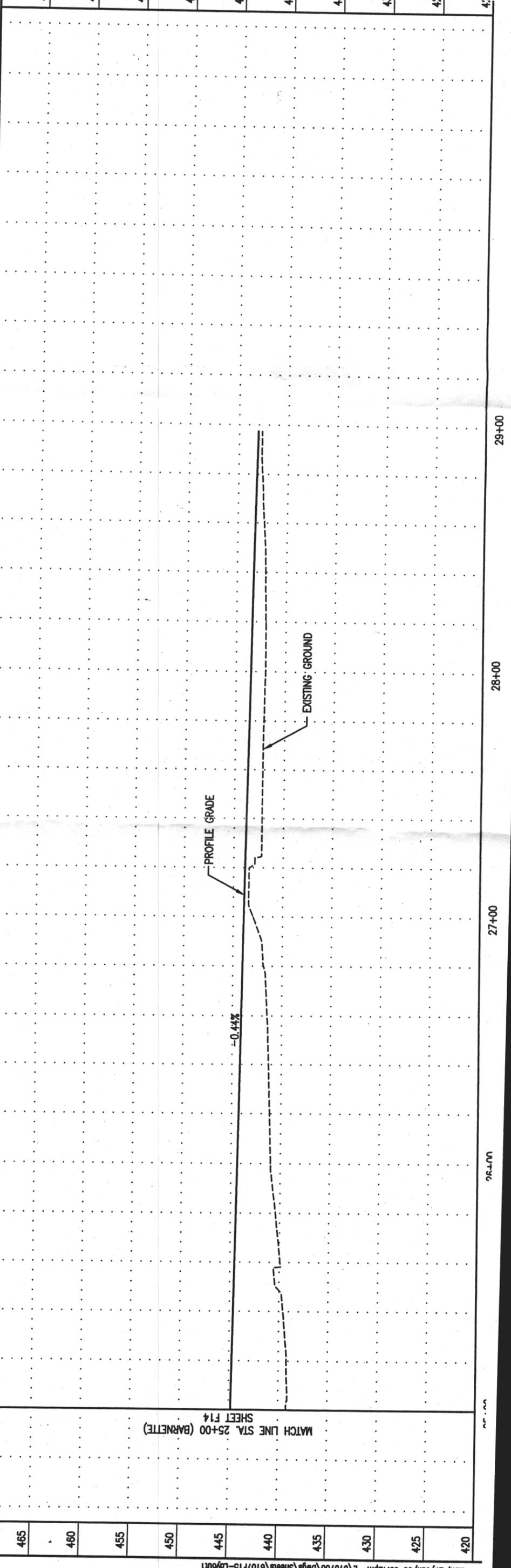
STATE	ALASKA
PROJECT DESIGNATION	PROJECT DESIGNATION
YEAR	2005
SHEET NO.	F15

TO SHEET	F15
FROM SHEET	F14

REVISIONS	NUMBER	DATE	DESCRIPTION
	1	3-18-05	ADDED DRAINS & STORM DRAIN
	2	4-20-05	DEFINE RIGHT-OF-WAY TAKES



SEE SHEET F2



MATCH LINE STA. 25+00 (BARNETTE) SHEET F14

26+00

27+00

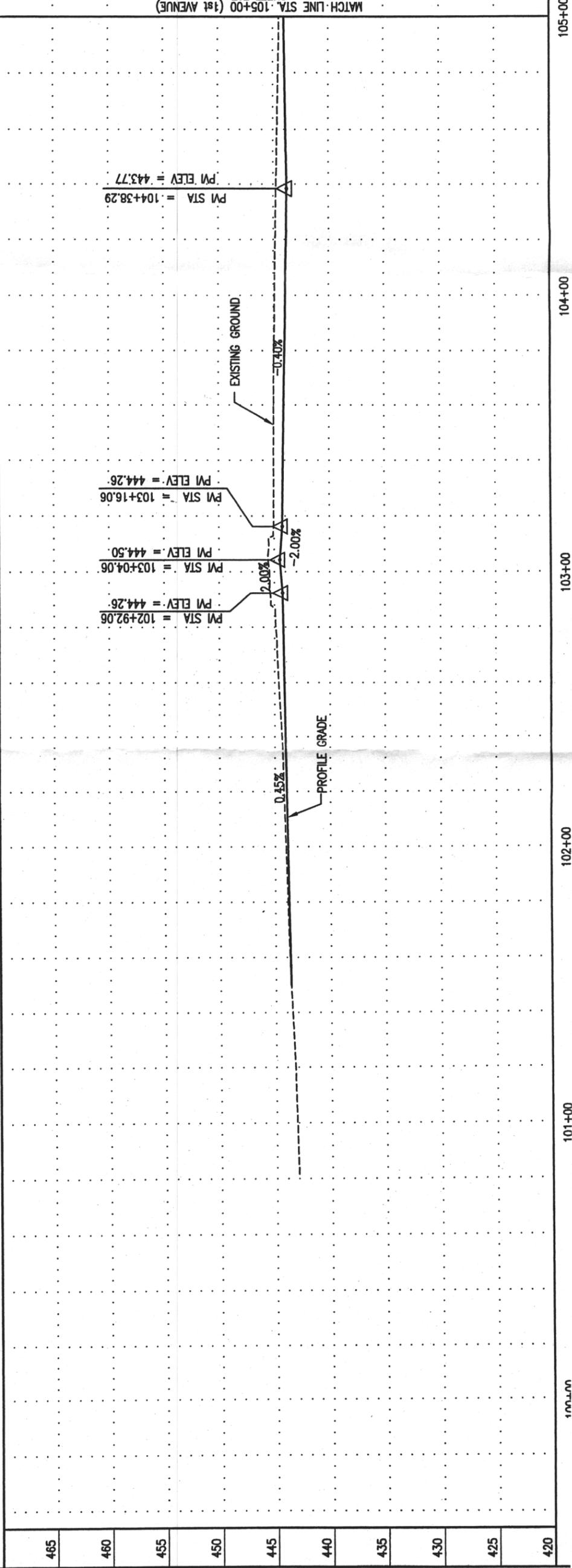
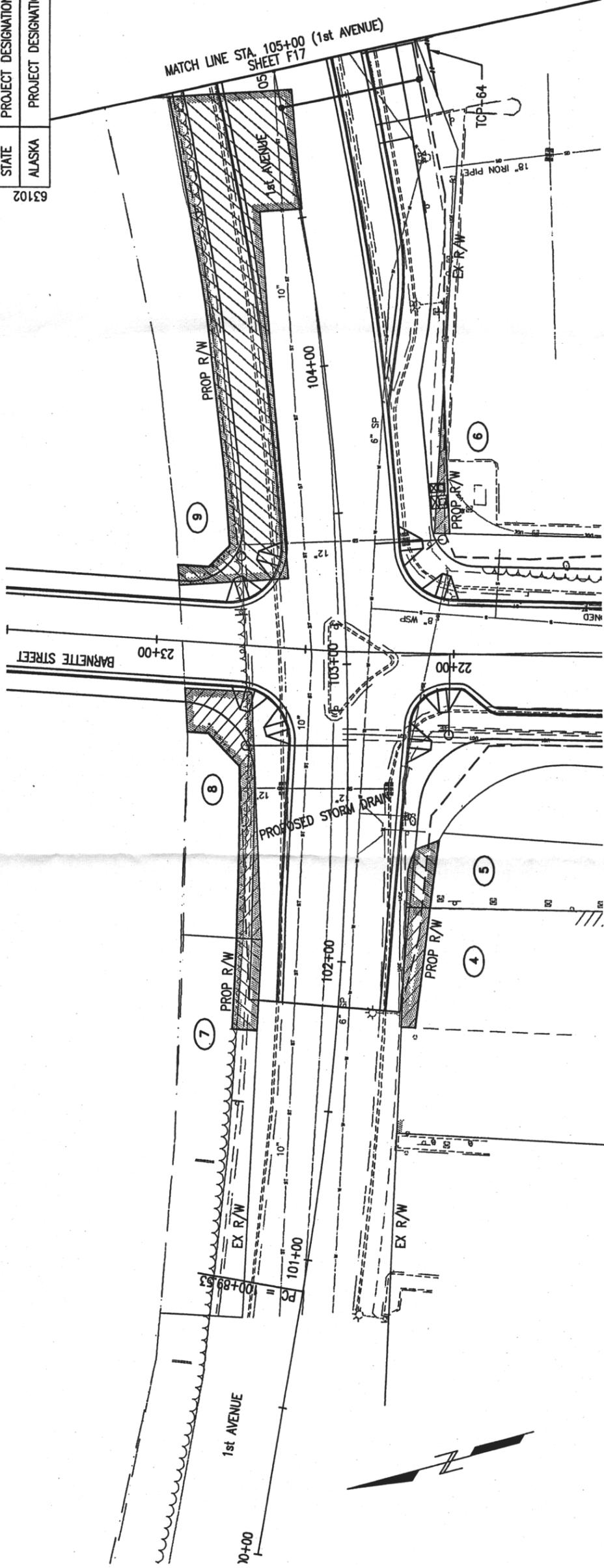
28+00

29+00

465	460	455	450	445	440	435	430	425	420
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REVISIONS	NUMBER	DATE	DESCRIPTION
1	3-18-05	ADDED DRIVES & STORM DRAIN	
SHEET NO. SF YEAR 2005 PROJECT DESIGNATION F16 T STATE ALASKA PROJECT DESIGNATION F16 T 63102			





**ERRATA, CHANGES and ADDITIONS  
From Draft Environmental Assessment**

**Illinois Street Reconstruction Project  
Environmental Assessment**

DOT&PF Project No. STP-F-M-0663(4)

*Page 1, Section 1, second paragraph, third sentence:*

**INSERT:** Improvements to 1<sup>st</sup> Avenue west of Barnette Street would extend about 120 feet west of the 1<sup>st</sup> Avenue/Barnette Street intersection, which is a reduction of about 80 feet from previous design (See Errata Figure F16).

*Page 1, Section 1, fourth paragraph:*

**INSERT NEW PARAGRAPH:** The Chena Riverfront Path will extend under both the new Cushman and Barnette Street Bridges and connect to Barnette Street near the existing Samson's Hardware location. This path design will require the full acquisition of the Jackovich Apartment property and the removal of the existing warehouse behind Samson's Hardware (See Errata Figures F15 and F23).

*Page 7, Section 2.2, last paragraph, next to last sentence:*

**INSERT:** Griffin Park is a community open space (Figure 13).

*Page 7, Section 2.2, last paragraph, last sentence:*

**DELETE:** [(Figure 13)]

**INSERT:** Golden Heart Plaza, located west of the courthouse, is a focal point of downtown.

*Page 9, Section 2.2.1, last paragraph*

**INSERT NEW PARAGRAPH:** Current posted and proposed design speed limits are as follows:

<b>No Build Alternative (Posted Speed Limit)</b>	<b>Build Alternative (Design Speed)</b>
Barnette Street: <b>30 mph</b>	Barnette Street: <b>35 mph</b>
Cushman Street: <b>30 mph</b>	Cushman Street: <b>35 mph</b>
Illinois Street south of Phillips Field Road: <b>35 mph</b>	Illinois Street south of Minnie Street: <b>35 mph</b>
Illinois Street north of Phillips Field Road: <b>40 mph</b>	Illinois Street north of Minnie Street: <b>40 mph</b>

*Page 34, Section 4.1.3, first paragraph:*

INSERT NEW PARAGRAPH: Following the publication of the EA, design modifications to the Chena River bike path require the full acquisition of the Jackovich Apartment property and removal of the warehouse behind Samson's Hardware (See Errata Figures F2, F15, and F23). The DOT&PF acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended.

*Page 47, Section 4.4.1, first paragraph, first sentence:*

DELETE: [is the official governing transportation board for the FNSB]

INSERT: is the official transportation planning body for the Fairbanks Metropolitan Area.

*Page 69, Section 4.10.1, top:*

DELETE: [National Oceanic and Atmospheric Administration (NOAA) and]

*Page 72, Section 4.12.1, last paragraph, fifth sentence:*

DELETE: [Snow dumps from the removal of snow]

INSERT: Snow

*Page 73, Section 4.12.3, first paragraph, last sentence:*

DELETE: [filtration]

INSERT: oil and grit separation

*Page 79, Section 5.2, Water Quality, Habitat, and Navigation:*

INSERT:

- Timing windows will be followed according to Office of Habitat Management and Permitting requests, limiting in-stream work to low water level time periods.

*Appendix E, Essential Fish Habitat Assessment, Page 2, first sentence:*

INSERT: The proposed action would have minimal impact on EFH during construction of the Barnette, Cushman, and Noyes Slough Bridges.

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

**We welcome any written input and ideas from the public. Thank you for taking the time to be involved.**

**COMMENTS:**

I consider the Garden Island neighborhood to be a historic neighborhood - even though I understand that officially according to the Sec. 106 process they are not officially qualified for the NHP - Register - New York the International Bar - Saurat had were next is a lovely one in town and

I believe DOT should do something to mitigate its destruction: ie provide mitigation money for the city to make something of the left over and that preserves and respects the remaining Bldg especially the 1906 warehouses.

PS: I am really against the new bridge altogether - as I consider it unnecessary.

NAME: Janet Haugh

E-MAIL ADDRESS: jhaugh@fastq.com

MAILING ADDRESS: 280 E Birch Hill Rd 99712

**For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.**

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

**COMMENTS:**

PLEASE GO FORWARD ASAP WITH  
THE PREFERRED ALTERNATIVE !!!

NAME: DEB HICKOK

E-MAIL ADDRESS: dhickok@explorefairbanks.com

MAILING ADDRESS: FCVB 550 FIRST AVE FBK 99702-0809

For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

**We welcome any written input and ideas from the public. Thank you for taking the time to be involved.**

**COMMENTS:**

*Looks Good*

**NAME:**

*Thomas M. Gilligan*

**E-MAIL ADDRESS:**

**MAILING ADDRESS:**

*722 9<sup>th</sup> Ave Fbks AK 99701*

**For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.**

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

**We welcome any written input and ideas from the public. Thank you for taking the time to be involved.**

**COMMENTS:**

6/14/05

This project has been under discussion for more than ample time. Please get it started and finished as soon as possible. It is needed for the city of Fairbanks.

Thank you —  
Barbara Philleo

NAME: Barbara S. Philleo

E-MAIL ADDRESS: letter@ak.net

MAILING ADDRESS: 729 First Ave 99701

**For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.**

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

**We welcome any written input and ideas from the public. Thank you for taking the time to be involved.**

**COMMENTS:**

*It looks great!*

*Lillian Kelly*

*Turn our place (Kellys tire) into a DOT museum for older equipment - just a suggestion.*

NAME: \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

**For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.**

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

**We welcome any written input and ideas from the public. Thank you for taking the time to be involved.**

**COMMENTS:**

The plan is looking good. The phasing is reasonable although it would be nice to do Bennett before Illinois Street.

It is important from an environmental standpoint to get the Bennett Bridge built because it will cut a lot of vehicle emissions in an area where it is important to do so for people who live, work and visit the area where the bridge will be.

Keep going; this is a project that needs to get done soon.

NAME: \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

**For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.**

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

**We welcome any written input and ideas from the public. Thank you for taking the time to be involved.**

**COMMENTS:**

The preferred alternative is the best alternative, if not the only acceptable alternative. The number of lanes on the north end of the project seems minimal even with the current traffic load.

The project should include the design and reconstruction of the intersection of Driveway St. and Phillips Field Road. To leave the situation as is would be unacceptable.

The dual left turns onto College Road will further and make worse the traffic back up due to train operations across College Road.

NAME:

Proceed immediately with the Preferred Alternative

E-MAIL ADDRESS:

MAILING ADDRESS:

J C Phillips PO BOX 70567 Fbk AK  
90703

**For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.**

# COMMENT SHEET



## Illinois Street Reconstruction OPEN HOUSE MEETING Fairbanks City Council Chambers June 14, 2005

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

### COMMENTS:

I am the niece of Jack Sexton of the Big I Bar. I also am the manager of the property on the corner of College & Illinois where the Tesoro Station sits.

I like the project. It is needed I support it. However, I am not sure that leaving the Big I on its own will not hurt the business? Will people bypass the business? Will there be adequate access & entrance & parking? Will the road run so close that it is dangerous? An overpass?

Please consider these comments & maybe rethink leaving the Big I.

Thanks

NAME:

Kentley Swen

E-MAIL ADDRESS:

kmshier@sci.net

MAILING ADDRESS:

1328 Walce Forest Way Fairbanks 99709

For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

**We welcome any written input and ideas from the public. Thank you for taking the time to be involved.**

**COMMENTS:**

The plan looks fine.

Traffic will only grow denser!  
Proceed

NAME:

Jeffrey D. Brunson

E-MAIL ADDRESS:

jbrunson@denalystatebank.com

MAILING ADDRESS:

119 N Cushman St PA1

**For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.**

# COMMENT SHEET

page 1



## Illinois Street Reconstruction OPEN HOUSE MEETING Fairbanks City Council Chambers June 14, 2005

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

### COMMENTS:

Your June 14<sup>th</sup> 2005 drawings - show Minnie Street Light - access closed to my customers and vendors of OK Lumber Company. Janet Brown informed (Rick Kruckenberg) they were closing my customers and vendors as it would hold up other traffic using Illinois & Minnie. I guess if they make it difficult enough for my customers who consistently use Minnie Street light access (as my customers have repeatedly told me) because it is much safer in and out of OK Lumber. I also access the yard from Minnie Street light. DOT would create many added costs to OK Lumber by closing Minnie Street access. OK Lumber is a local hardware and building materials dealer serving Fairbanks at this location since 1989 - Please do not close our Minnie Street access, further hindering our access and safety to

NAME: Richard Kruckenberg (next page)

E-MAIL ADDRESS: Rkruckenberg@OKAce.com

MAILING ADDRESS: 272 Illinois St. Fairbanks, AK 99701

For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.

FAX 451-5126

## Comment Sheet

Page 2

to OK lumber customers and all users of the Minnie Street access. Marvin Gilbertson of Big State also told me this intersection is his only access off Illinois Street and wants Minnie Street to enter his property. I (Richard Kuckenberg) will forward this comment sheet to Marvin @ Big State, Mike Fretwell @ ARRC, John Williams @ ARRC and City Mays.

Thank You  
Richard Kuckenberg

Also a clean comment sheet!

FROM :

FAX NO. :

Jun. 27 2005 01:24PM P1

# COMMENT SHEET



## Illinois Street Reconstruction OPEN HOUSE MEETING Fairbanks City Council Chambers June 14, 2005

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

### COMMENTS:

As I mentioned in person at the meeting, and also as I was quoted in the <sup>4/13/05</sup> Daily News-Miner article, I was relieved to see "CONSTRUCTION PHASING" as the approach to the preferred alternative. I believe this makes the project competitive in the bidding race. I also support the priorities of phasing, with Phase 1 being the Barnette Bridge and its approaches, Phase 2 - Illinois Street, Phase 3 - Barnette Street and Phase 4 - the replacement of the Cushman Street Bridge.

The needs for this project have not changed. But the urgency for it to commence has become more critical. Further delays in this project will impede continued economic expansion in downtown Fairbanks.

NAME: Guy Douglas, Marketing Director, DOWNTOWN ASSOCIATION/MAIN STREET

E-MAIL ADDRESS: dtams1@pci.net 452-8671

MAILING ADDRESS: 551 2nd Ave, Suite 225, FAIRBANKS AK 99701

For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

**COMMENTS:**

The closing of minnie & Illinois St seems totally ridiculous. I have been here 30 years and that light has been very helpful & profitable not only to tourist I see there most days crossing the road, to the business of OK lumber - Ace Hardware. There is several contractors & private customers that use that gate daily to pick up door orders, roofing orders etc. that don't need to go through the front & clog traffic. It is difficult to enter & exit that

property from the front or side entry as it is. I have spoke to several others that

NAME: Wendy Edwards  
feel the same way!! Please do not close minnie light

E-MAIL ADDRESS: loejowhit@alaska.net

MAILING ADDRESS: 671 Edno Acres Dr. Fairbanks AK 99712

For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 51-2283. To correspond by text telephone (TDD), call (907) 451-2363.

fax 451-5126

*Fax to 451-5126*

Projects of: Illinois

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

### COMMENTS:

These comments are offered in response to the (June 14) invitation concerning the Environmental Assessment and related material concerning the proposed Illinois Street Reconstruction Project. I regret that time precluded organizing the material better, but believe the parts will come together if it is reviewed carefully.

Thank you for the opportunity to again comment on this project.

*JEM  
6/27/05*

NAME:

*James E. Moody*

E-MAIL ADDRESS:

*N/A*

*Fax = 456-3000*

MAILING ADDRESS:

*Box 71432 - Fairbanks - 99707*

For further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.

*1 of 5*

Jun. 27 '05 16:59

JAMES E. MOODY P.E.

FAX 1-907-456-3000

P. 2

### Projects disk; Illinois Street

My primary comments are that the project should be rescheduled (1) to avoid a disastrous impact on the heart of the City while the Cushman Street bridge and road system immediately north of it are under construction; (2) allow time to re-examine the northerly end of the project (essentially north of the Monroe School and especially including the College Road/Bentley Drive/Illinois Street/ and Johansen overpass and ramps) and construct it under a separate project; and (3) the southerly end (Barnette Street to Airport Way) be revised to include traffic signals, and possibly some upgrading of adjacent streets. Also, (4) a comprehensive surface or storm drainage plan be developed for the general area, including the westerly end of Phillips Field Road.

Individual concerns are as follow.

The Barnette/Cushman area surrounding 2nd Avenue is critical relative to air pollution. It is likely that there will be increased air pollution due to increased traffic between the bridge(s), Barnette/Cushman/ and 4th/5th Avenues. The "Preferred Alternative" indicates no traffic signals are planned for Barnette/ -- yet it clearly identifies the 'delays' encountered by traffic at the 2nd, 3rd, and 4th Street intersections. (NOTE: I am unaware as to what changes may be included in the currently scheduled -- ? -- Second Avenue reconstruction project. However, if there are any which would affect this Barnette Street project, they should have been described in this document/Figures.)

There are increased hazards, traffic delays, and pedestrian inconveniences around 2nd & Barnette. Second should be reconstructed between Barnette and Cowles -- to provide better definition of traffic lanes from Wickersham to Barnette. That area should include improved sidewalks, curbs & gutters to eliminate hazards to pedestrians (broken, uneven pavement; bird baths where vehicles splash pedestrians) and a signal installed for traffic crossing Barnette -- including pedestrians. (The existing two eastbound traffic lanes on Second should expedite traffic, but vehicles stopped in the northern lane block the view for drivers in the southern lane -- contributing to delayed/hesitating movements, even for those turning southbound on Barnette.) (The lack of a crosswalk and large shrubs blocking the sight distance creates a hazard to pedestrians attempting to cross southerly at Turner Street -- eastbound traffic on 2nd tends to speed towards Cushman to 'make the light'.)

The Garden Island area has seen many traffic revisions in the last 50 years -- when Illinois ran directly to the river east of St. Joseph's Hospital, and was linked to Lacey Street by the seasonal ice crossing ("Ice bridge"). Pennsylvania, North Cushman (ending at the lots along Steamboat Slough) and North Turner were well-defined streets serving the busy commercial area. Therefore, you should consider erecting at least a two lane bridge linking (a slightly realigned) Church Street with Noble Street.

The Barnette bridge as proposed will NOT add another Chena River crossing in an already congested traffic area -- it will merely separate the traffic onto two structures. FAIRBANKS NEEDS MORE (TWO WAY) BRIDGE CROSSINGS TO SPREAD THE TRAFFIC THROUGHOUT THE COMMUNITY. (If traffic circles are truly feasible here, perhaps one might work at Charles/Illinois intersection -- with the link to Noble. Another possibility I have not really studied would be restricting traffic at Doyon to traffic

3 of 5

Jun. 27 '05 17:00

JAMES E. MOODY P.E.

FAX 1-907-456-3000

P. 3

### Projects disk; Illinois Street

exiting the area, with a right turn only -- no crossing Illinois/North Cushman, or left turns to the bridge. Instead, traffic to the Doyon/Denial Bank/Catholic Church would enter via Charles Street, and also have that as a 'signal controlled' exit to either direction on Illinois.

My prime recommendation is to reschedule this Barnette bridge project, but immediately construct a new (2-way) crossing at Wilbur Street, combined with widening and reconstructing (a landscaped, generally riverside) Phillips Field Road between Illinois and Peger. That project could be accomplished with minimal disruption to traffic. Wilbur already well developed from Davis Road/27th, across Airport Road, to the scheduled "2nd Avenue" reconstructing project. Furthermore, such a bridge and Phillips upgrade would greatly ease traffic at the Carlson Center, plus ball fields and Pioneer Park. It would help distribute the traffic associated with the restaurants and other attractions along Airport Road. (Such a bridge would likely alleviate the popular but hazardous exit from the Pioneer Park parking lot onto Peger, southbound.)

This bridge alone would substantially ease the traffic disruptions that will occur when a bridge is built at Barnette, and the Cushman bridge is replaced. (It would have been informational to explain why the Cushman bridge must be replaced -- I do not recall that such was in the in project previously -- nor the new Noyes bridge.)

However, another recommendation is that the previously mentioned Noble (or Lacey) bridge crossing to Charles/Illinois follow the Wilbur bridge, with Barnette coming later. Again, a Noble/Charles-Illinois crossing can be constructed with almost no inconvenience to daily city center traffic. Scheduling detours, frequent re-routings, et., associated with the Barnette bridge should be markedly simpler then.

[Conceivably, with 2-way bridges at Wilbur and Noble, two way traffic may be desirable on Cushman and Barnette by the time the Barnette bridge is re-scheduled.] [I have been impressed with the success of restoring two way traffic on Lacey and Noble.]

Relative to storm drainage -- the loss of the Steamboat Slough bridge on Illinois Street (c. 1949 when the highway officials raised the grade of Illinois above the adjacent yards) led to filling much of the slough; but there are obvious remnants downstream from Illinois, or Driveway. Perhaps that alignment could be used, with regrading and careful landscaping, as part of the drainage associated with the Illinois (and Phillips Field Road) improvements. Certainly the new vast paved roadways, parking lots and structures is contributing to both more and faster storm/thaw runoff.

Noyes Slough and any bridge project there warrants special study. Noyes Slough is a disaster. Almost no one pays attention to the fact that it is virtually the only open channel collecting runoff (surface and subsurface) from the vast area to the north -- from the crest of Birch Hill on westerly above Farmers Loop to College Hill. It is also an important reliever for high flows in the Chena, although the Chena river dam, etc., minimize that now.

With the opening and quickly increasing traffic on Bentley Drive (??correct name??) linking the Illinois Street/College Road intersection with the Old Steese, and the major

3 of 5

Jun. 27 '05 17:01

JAMES E. MOODY P.E.

FAX 1-907-456-3000

P. 4

### Projects disk; Illinois Street

developments on the Bentley property (Fred Meyers, Home Depot, Wal-Mart, bank, Seekins Ford, etc., etc.) it was disconcerting not to have that mentioned. And, just a few days after the June 14 Open House, I barely made the left turn from Illinois westbound on College -- and was immediately stopped by a long line of traffic, with at least two vehicles behind me, for several signal changes at the Johansen overpass intersection. The proposed Noyes Slough bridge, and the adjacent intersection, are not satisfactory as presented in the Assessment.

One thing I couldn't find was any reference to O&D (Origin/Destination) studies. There were remarks about accident rates, and one Exhibit showing 2002 and 2035 traffic figures, but nothing on O/D studies. This should be an essential part of a p[roject like this. Perhaps the lack of such work contributes to concerns about the project.

Likewise, virtually nothing is mentioned about current and design speed limits. ((I thought Illinois had a 25 mph limit, and only recently - 6 months? -- noticed the 30 mph limit for northbound traffic just past the Mortuary. I've wondered why there isn't a school zone by Monroe School. (Blocking traffic to/from OK Lumber at the already signalized Minnie Street intersection doesn't make sense.

The color and other Figures, while labeled "April 2005" are so old they do not reflect the Wm Wood pedestrian bridge. The existing and planned bicycle and pedestrian routes were not were not shown adequately. Because these must cross the general area, they need to be described. I was unable to figure out both vehicular and pedestrian route at the north end of the Chena bridges. For example, if I'm in the area of the FCVB log cabin and want to get to the Borough headquarters, what is my (foot) route?? How do I maneuver a left turn from Cushman Street towards Driveway Street or the Brandt Subdivision?

I do not feel a 20 foot wide sidewalk ('viewing platform'??) is warranted as part of the project. I also question why some of the sidewalks are so wide, with such limited foot traffic. (See above re bike paths -- perhaps some sidewalks are meant to do double duty. But I'm basically opposed to bicycles on sidewalks -- prefer dedicated bike lanes on the pavement.)

I feel the Barnette Street sidewalks are relatively in good shape, with almost brand new handicapped corners, etc. I hadn't noticed any significant roadway lighting deficiencies along Barnette. Parking has only been allowed on Barnette for one block, from 4th to 5th. (Some parking has been allowed from 3rd to 4th, but that seems to change.)

The existing Barnette lanes seem reasonably adequate. The red "weaving movement" arrows in Figure 5 are not correct. The movements are not ideal, but they are much simpler than depicted. Possibly this is because the actual traffic lanes aren't show correctly.

As for the park between the north approaches to the bridges, I'm opposed to the Borough (or City) adopting more responsibilities for "beautification" such as the Borough did this spring on Airport Way. In this case, with so much money going into property acquisition

4 of 5

Jun. 28, '05 08:54

JAMES E. MOODY P.E.

FAX 1-907-456-3000

P. 2

**Projects disk; Illinois Street**

and removing assets from the tax rolls, the possibility of selling the land to private industry should be considered, to minimize the loss in property tax revenues caused by the takings. A quick review of the land area involved suggests that more space is available than is used by the Usibelli (Key Bank) building between the roadways south of the bridge sites. The site will have fantastic vistas on the riverfront and an unsurpassed central location, ideal for hotel, business/professional offices, or commercial purposes. Convenient multi-level parking could be provided in the lower level(s), with pedestrian access from both the bridge sidewalks and riverfront pathway. It fits right into the picture described in Section 2.2, "Need", on page 7 of the Assessment-- which reads as if it had been written by the Chamber of Commerce or FCVB. (What will be the disposition of the historic warehouses to the west of Sampson's retail space? Perhaps some landscaping can be provided around them, commensurate with their historical significance.) (Certainly the land associated with Sampson's and the other structures along North Turner should be thoroughly explored by archaeologists to recover artifacts from the very first days of Fairbanks' history, as the area was a bee hive of activity from 1903 on, including the site of the "Citizens' Stamp Mill", the first -- community sponsored -- stamp mill for processing hard rock gold ore.)

It would be prudent to upgrade the roadway between Church Street and Slater Street, and possibly Minnie, for detour traffic use during construction. That route only became available after Steamboat Slough was blocked at Illinois, and has never had much attention. Likewise, consideration might be given to providing a better surfaced and signed detour route on the west, from Charles St. to Phillips Road. The Assessment does not address the vital matter of alternate access to the multitude of affected critical activities during construction, nor is there an exhibit or Figure showing property ownership/roadways. (Does North Cushman still exist -- or can it be re-activated, now that the ARR depot has been closed?) What access (pedestrian as well and vehicular) will be provided during the various construction phases to the Borough building, News-Miner, Denali Bank, businesses near Driveway, etc. How will the Diner (and the mall) be served; won't their marginally adequate parking be nearly wiped out? The Assessment should address these questions, because potential detour routes like Driveway, Church, and Charles are currently inadequate to accommodate added traffic. Upgrading them even for temporary growth will be a costly proposition; it is not apparent that this has been considered in the project funding. (It is assumed that actual construction will overlap the same time period as the potential North Slope gas line construction -- with resultant heightened activity and critical transportation needs.) Again, construction of bridges at Wilbur and/or Lacey prior to initiating critical portions of the Barnette bridge would provide significant relief to the matter of detours.

The Assessment is weak in describing the current importance of the Cushman/Illinois St. route, which serves both City Center and "through" traffic to the northeasterly region and North Slope. Section 4.3, "Economic" (pg. 43), totally ignores the City's relationship to North Slope activities, while listing Ft. Knox and Eielson as "major employers" of the project area. The impact of increased traffic associated with Bentley Drive and the adjacent Johansen Expressway/College intersection should be addressed.

Thank you for providing this opportunity to comment on the project and Assessment.

5.085

JEM. 6/29/05

451-5126

# COMMENT SHEET



**Illinois Street Reconstruction  
OPEN HOUSE MEETING  
Fairbanks City Council Chambers  
June 14, 2005**

We welcome any written input and ideas from the public. Thank you for taking the time to be involved.

**COMMENTS:**

See Sheet # 2 Attached

NAME:

Keith A. Moon Operations Manager Ok Lumber

E-MAIL ADDRESS:

kmooon @ okl.com

MAILING ADDRESS:

272 Illinois St. Fairbanks AK 99701

further information, please contact Janet Brown, P.E., Engineering Manager at (907) 451-2283. To correspond by text telephone (TDD), call (907) 451-2363.

06/27/2005 MON 16:21 [TX/RX NO 53681] 002

I'M Concerned that you have mistakenly overlooked the importance of the O.K. Lumber / Ace Hardware and Minnie Street intersection. This is the **ONLY SAFE LEFT TURN** out of our facility, without **CROSSING** traffic.

It is inconceivable to me that while keeping the light available for Minnie Street you would endanger lives of our citizens. We have 400 - 500 customers a day that uses our entrances and exits. If only half of that number takes a left hand turn, I'm glad I'm not writing that risk policy.

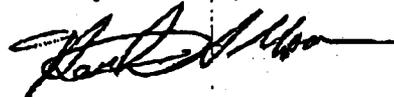
The only solution I see is to either leave the light **OR** have the Illinois and Phillips field light allow entrance to our **FRONT** parking lot, making that a **four way intersection** instead of a 3 way.

My only other observation, and I'm sure I'm wrong, is that Home Depot, Wal-Mart, and Lowes have their very own series of lights and new intersections.

This is while a "locally" owned business that keeps the dollars spent in their store in the **COMMUNITY** loses an old and proven traffic pattern that protects our citizens on their left hand turns.

A reply is expected.

Respectively,



Keith A. Moon  
Operations Manager  
O. K. Lumber / Ace Hardware

Jun-02-2005 03:20pm From-FHWA ALASKA DIV

9075867420

T-192 P.001/002 F-913

**Department of Labor and Workforce Development***State ADA Coordinator's Office***FRANK H. MURKOWSKI, GOVERNOR**801 West 10<sup>th</sup> Street, Suite A  
Juneau, Alaska 99801  
V/TTY: (907) 465-2814  
FAX: (907) 465-2858

May 31, 2005

Edrie Vinson  
Environmental Project Manager FHWA  
P.O.B. 21648  
Juneau, AK. 99801

Ms. Vinson,

Thank you for the opportunity to comment on state project number 63102, better known as the Illinois Street Reconstruction Project.

My review was not in support of any of the alternatives provided but purely a review to try and determine how accessible and usable any of the alternatives presented would be. The preferred alternative did not have enough detail in writing or in drawings to comment with any specifics. The drawings shown actually show no curb ramps at pedestrian walkways nor was there any information about the nature and operation of pedestrian activated crossing devices. The narrative does mention upgrading curb cuts on Barnett Street but offers no information about their actual design.

Sidewalk widths sound good but there is no mention of cross slope or accessible viewing areas from areas intended for viewing. As the bridges transition to the sidewalk or shared use path there is no information on what the slopes will be in reference to running slopes and cross slopes. In the areas mentioned as part of the triangular scenic area, no mention is made as to how they will ensure that trees, benches or shrubs will not protrude into the corridor of accessible travel for pedestrians who are blind or have mobility challenges.

I am concerned about the displacement of one apartment complex where tenants are 80-90% of the occupants are ethnic minorities who seek low cost housing and may not be able to afford to be displaced. These individuals will need additional considerations to survive on their fixed incomes. I think further consideration needs to be given beyond just assuming they will find somewhere else to live.

People with fixed incomes, whether disabled or just poor, do not have a lot of options for affordable accessible housing. The costs of heating, electrical and gas are going up while fixed incomes are not. Statements that there are plenty of realtors and property to choose from are not appropriate ways of addressing the

need that will be created by removal of affordable apartments from the housing market. The length of time tenants have resided at some of these locations is evidence of affordable options not currently being available.

Thank you for the opportunity to comment on this project.

Sincerely,

  
Don Brandon  
State ADA Coordinator

**Julianne Hanson**

---

**From:** Guy Douglas [dtams1@gci.net]  
**Sent:** Monday, June 27, 2005 2:41 PM  
**To:** janet\_brown@dot.state.ak.us  
**Subject:** Illinois & Barnette Street Improvement Project comment

Hello Janet,

I just faxed you my comment from my position at the Downtown Association. But as I also serve as executive director of the Parking Authority, I wanted to make that point of view known to you as well.

The Parking Authority manages the Downtown Transportation Center for the City of Fairbanks. This facility currently operates at well below capacity, causing the City to subsidize it each year until it runs on its own revenue. This is in line with the original intent for the facility to be "an incentive to development". It is critical to the successful realization of this strategy that continued economic expansion is sustained in downtown Fairbanks in order for new (infill and reuse) development to utilize (and pay for) the facility.

The Illinois Barnette Street Improvement Project is vitally necessary to this continued momentum, as it provides better and greater access to downtown from the thriving Johansen / College area of the community, as well as improved linkage to areas south of the downtown area. With downtown becoming more accessible to these adjacent areas of economic activity, the prospects for continued investment look positive.

The project will also greatly improve on pedestrian safety and circulation; this is critically important to the residential, retail, food service, banking, professional, legal and governmental sectors of the downtown business community.

And finally, I am glad that "Construction Phasing" is now the way in which the project will be competing for funds. By breaking down this large and expensive project into more palatable pieces, there should now be a much better chance of seeing this 20+ year project actually materialize.

Thanks for all your efforts. Please do not hesitate to contact me if you need further support or information to make progress.  
Guy.

Guy Douglas  
Executive Director  
Fairbanks Parking Authority

6/27/2005

# MEMORANDUM

**State of Alaska**  
**Department of Transportation & Public Facilities**  
**Northern Region Preconstruction**

**TO:** Janet Brown, P.E.  
Engineering Manager

**DATE:** 06/23/2005

**FROM:** Patricia F. Thayer, SR/WA  
Right of Way Agent

**SUBJECT:** STP-F-M-0663(4)/63102  
Illinois Street Reconstruction  
In-house EA Comments from  
Right of Way Section

The Right of Way Section offers the following comments on the May 2005 EA for the Illinois Street Reconstruction Project:

Figure 8 is upside down.

Thank you for obtaining our input again. Great document.

PFT

**Jeffrey Raun**

---

**From:** Nancy J Ihlenfeldt [nancy\_ihlenfeldt-mcnay@dnr.state.ak.us]  
**Sent:** Monday, June 27, 2005 1:30 PM  
**To:** 'Janet Brown'  
**Subject:** Illinois Street Reconstruction

Janet:

The ADNR, Office of Habitat Management and Permitting (OHMP) has reviewed the Environmental Assessment for the above referenced project (Project STP-F-M-0663(4)/63102). The project includes the replacement of Cushman Street Bridge (Chena River) and Illinois Street Bridge (Noyes Slough) and the construction of a new bridge at Barnette Street (Chena River). As stated in the EA, Fish Habitat Permits from the OHMP will be required for the instream work related to bridge construction/replacement. Construction work plans for each bridge will be important issues once the project is bid.

Thank you for the opportunity to comment at this phase of the project.

Sincerely,

Nancy Ihlenfeldt  
Habitat Biologist  
AK Department of Natural Resources  
Office of Habitat Management & Permitting  
Fairbanks Office  
907-459-7287

## Jeffrey Raun

---

**From:** Bruce Campbell [bruce\_campbell@dot.state.ak.us]  
**Sent:** Friday, June 17, 2005 2:51 PM  
**Cc:** Jeffrey Raun; 'Janet Brown'; Julianne Hanson  
**Subject:** Re: [Fwd: RE: Illinois Street Reconstruction Project EA]

**Follow Up Flag:** Follow up  
**Due By:** Friday, July 15, 2005 5:00 PM  
**Flag Status:** Flagged

Jeff,

These additions need to go into our comment response or "Errata" section of the FONSI. The EA is final as signed by Edrie and can't be changed.

Thanks,

Bruce

Lawrence Peltz wrote:

> Bruce,  
> Based on Nancy's response I would put in a Conservation Measure that  
> says timing windows will be based on final design plans or some  
> related verbiage. Thanks Bruce and Nancy.  
>  
> Nancy J Ihlenfeldt wrote:  
>  
> Bruce:  
> There may be timing windows for in-stream work, but it will depend on  
>> the  
>> construction methods/scope of work (e.g., in-stream work pads, coffer  
>> dams,  
>> dewatering, winter work only, etc). For sure we will ask that work be  
>> conducted when water levels are low.  
>>  
>> Nancy Ihlenfeldt  
>> Habitat Biologist  
>> AK Department of Natural Resources Office of Habitat Management &  
>> Permitting  
>> Fairbanks Office  
>> 907-459-7287  
>>  
>>  
>> -----Original Message-----  
>> From: Lawrence Peltz [mailto:lawrence.peltz@noaa.gov] Sent: Friday,  
>> June 17, 2005 9:51 AM  
>> To: Bruce Campbell  
>> Cc: Nancy J Ihlenfeldt-Mcnay; Jeff Raun; Janet Brown  
>> Subject: Re: [Fwd: RE: Illinois Street Reconstruction Project EA]  
>>  
>> Bruce,  
>> The document looks good, I only have a few suggested changes. I  
>> would add a statement to the first paragraph on the second page that  
>> states there will be no long-term impacts. You also may want to  
>> consider a conservation measure for a timing window for in-water  
>> activities. I am flexible on timing windows and am willing to accept  
>> whatever Nancy at DNR may recommend. I will be out of the office  
>> until July 5. If we need any further discussion, it can wait until  
>> then. Thanks.  
>>

>> Bruce Campbell wrote:

>>  
>>  
>>

>>> Larry,

>>> Attached is the EFH document for Illinois Street Reconstruction.  
>>> This project would build two bridges including a new bridge at  
>>> Barnette Street and replacement of the existing bridge at Cushman  
>>> Street.

>>> Your consultation and comments are appreciated.

>>> Thanks,

>>> Bruce Campbell

>>> ----- Original Message -----

>>> Subject: RE: Illinois Street Reconstruction Project EA

>>> Date: Thu, 16 Jun 2005 15:42:34 -0800

>>> From: Jeffrey Raun <jraun@uskh.com>

>>> To: Bruce Campbell <bruce\_campbell@dot.state.ak.us>

>>> CC: Janet Brown (E-mail) <janet\_brown@dot.state.ak.us>, Julianne

>>> Hanson <JHanson@uskh.com>

>>>

>>>

>>>

>>> Bruce,

>>>

>>> I have attached the amended Draft EFH. I inserted the words "have  
>>> minimal impact on" into the first sentence on page 2 (Analysis of  
>>> Effects to EFH). It now reads, "The proposed action would have  
>>> minimal impact on EFH during construction of the Barnette, Cushman  
>>> and Noyes Slough Bridges."

>>> Larry does seem very responsive and great to work with. Please keep  
>>> me updated if additional changes are necessary.

>>>

>>> Thanks,

>>> Jeff

>>> --p.s. Congratulations on a well-organized public meeting. It has  
>>> been a pleasure working you, Janet, and everyone else involved in  
>>> the project.

>>>

>>>

>>>

>>>

>>>

>>> -----Original Message-----

>>> \*From:\* Bruce Campbell [mailto:bruce\_campbell@dot.state.ak.us]

>>> \*Sent:\* Thursday, June 16, 2005 3:31 PM

>>> \*To:\* Jeffrey Raun

>>> \*Cc:\* Janet Brown (E-mail); Julianne Hanson

>>> \*Subject:\* Re: Illinois Street Reconstruction Project EA

>>>

>>> Jeff,

>>>

>>> Can you email it to me with your suggested sentence. I'll send  
>>> the EFH document ot Larry to close the loop on this issue. Larry  
>>> is great to work with and may be able to respond rapidly.

>>>

>>> Thanks,

>>>

>>> Bruce

>>>

>>> Jeffrey Raun wrote:

>>>

>>>

>>>

>>>> Bruce,

>>>>

>>>> The Draft EFH Assessment is located in Appendix E, Agency  
>>>> Correspondence.

>>>>

>>>

>> However, there is no reference to this in the EA document. In  
>> review, the  
>> EFH Assessment needs the statement, "Stream crossings would have  
>> minimal  
>> impact."

>>

>>

>>>> Jeff

>>>>

>>>> -----Original Message-----

>>>> From: Bruce Campbell [mailto:bruce\_campbell@dot.state.ak.us]

>>>> Sent: Thursday, June 16, 2005 10:39 AM

>>>> To: Lawrence R. Peltz

>>>> Cc: Janet Brown; Jeffrey Raun; Julianne Hanson

>>>> Subject: Re: Illinois Street Reconstruction Project EA

>>>>

>>>>

>>>> Larry,

>>>>

>>>> Thanks, will do.

>>>>

>>>> Bruce

>>>>

>>>> Lawrence R. Peltz wrote:

>>>>

>>>>

>>>>

>>>>

>>>>

>>>>

>>>>> Janet,  
>>>>> The National Marine Fisheries Service (NMFS) has reviewed the  
>>>>> Illinois Street Reconstruction Project Draft Environmental  
>>>>> Assessment (EA). NMFS comments are restricted to the project's  
>>>>> fulfillment of the habitat related requirements associated with  
>>>>> the Magnuson-Stevens Fishery Conservation and Management Act.  
>>>>> Information on Essential Fish Habitat (EFH), EFH Consultation, and  
>>>>> EFH Assessment can be found at:  
>>>>> <http://www.fakr.noaa.gov/habitat/efh.htm>. The EA makes this  
>>>>> reference to EFH, "Both water bodies are cataloged anadromous  
>>>>> waters and require an Essential Fish Habitat Assessment and  
>>>>> consultation with the National Oceanic and Atmospheric  
>>>>> Administration (NOAA) and the National Marine Fisheries Service"  
>>>>> on pages 68 and 69. The EA also mentions on page 79 that "The  
>>>>> Title 41 Habitat permit would establish a set of performance  
>>>>> standards to ensure the project has minimal impact on the resource  
>>>>> in coordination with NOAA Fisheries." To my knowledge, no other  
>>>>> mention of an EFH Assessment or Consultation occurs in the Draft  
>>>>> EA nor has any contact been made with NMFS concerning this  
>>>>> project. This isn't a big issue, but it is much easier to address  
>>>>> these issues on the front end of a project rather than the back  
>>>>> end. I suggest the final EA include a brief EFH Assessment within  
>>>>> the main body of the document or in an appendix. As long as the  
>>>>> stream crossings have minimal impact, there won't be any issues.  
>>>>> ADOT just needs to state that or something similar in the EFH  
>>>>> Assessment. As a point of clarification, ADOT doesn't need to  
>>>>> consult with NOAA and NMFS as stated in the document. NMFS is  
>>>>> part of NOAA so consultation with NMFS is all that is necessary.  
>>>>> I am here to help. Please contact me if you have any questions.  
>>>>> Thanks.



CITY OF

**FAIRBANKS**

---

Engineering Division, Public Works Department  
(907) 459-6741

June 22, 2005

Janet Brown, Project Manager  
State of Alaska DOT/PF  
2301 Peger Road  
Fairbanks, AK 99709

Subject: Illinois Street Reconstruction Project Environmental Assessment Report

The City has the following comments on the Illinois Street Environmental Assessment Report:

On Page 1, A twenty feet wide sidewalk is call for on the east side of the Cushman Street Bridge. We would like to see its proposed design and wonder who will provide maintenance for it.

Figure 7. shows an arrow indicating traffic going one way on 1<sup>st</sup> between Cushman and Barnette in the year 2035. Does the projected traffic counts on this section assume two way traffic on first between Cushman and Barnette?

Page 72, last paragraph, indicates the City has snow storage sites that drain to the Noyes Slough. The City does not have any snow storage sites that drain into Noyes Slough.

Page 73 states the Stormceptor will filter the stormwater. The Stormceptor is not a filter. It is an oil/grit separator.

Sincerely,

CITY OF FAIRBANKS  
Engineering Division

Chris Haigh, P.E., City Engineer

cc: David Jacoby, Public Works Director  
P:\DOT\Barnette Illinois\environmental comments.doc

**Jeffrey Raun**

---

**From:** Everett, Christy A POA [Christy.A.Everett@poa02.usace.army.mil]  
**Sent:** Friday, July 01, 2005 12:18 PM  
**To:** janet\_brown@dot.state.ak.us  
**Subject:** Illinois Street EA

Sorry for the first blank message, Janet, I accidentally hit send before I had a chance to write my message. I apologize for the lateness of this response. I do have two comments which I hope you can still consider. With respect to the Cushman and Barnette Street bridges, although the bulb-tee bridge design would eliminate the need for a pier in midstream, the haunch design appears to better minimize impacts to navigation (due to the increased height above the water level) and riparian habitat (due to decreased width of riprap). On the Noyes Street bridge, the amount of riprap shown in the design seems excessive, given the extremely low flows in that waterbody. This crossing appears to be a good candidate for bioengineered bank stabilization methods, which would help minimize the impacts of this project on Noyes Slough.

Again, I apologize for not getting these comments to you by the deadline. Have a good holiday weekend.

Christy

—Original Message—

**From:** Everett, Christy A POA  
**Sent:** Friday, July 01, 2005 9:44 AM  
**To:** 'janet\_brown@dot.state.ak.us'  
**Subject:** Illinois Street EA

**PROJECT REVIEW COMMENTS**

Project: 63102/Illinois Street Reconstruction		Reviewed by: Jeff Roach	Date: 6/29/05
Design Phase: Draft Environmental Assessment		ph: x2382	
Design Proj Engr:		Section: Planning	
Design Proj Mgr: Janet brown			
Comm ent #	Spec/Dwg	COMMENT	RESPONSE TO COMMENT

1	Preferred Alternative	Recommend drawing in the Wood Pedestrian Bridge and Chena River Bike/Ped path on Figure 2 to demonstrate the connection to the existing bike/ped path system as they are not visible on the aerial photo.	
2	Preferred Alternative ROW Impacts	Figure 12 shows ROW acquisition extending to Eighth Avenue on Barnette Street. Project scope is to Seventh Avenue. Explain requirement to acquire onto Eighth Ave.	
3	Public Facilities, Schools, Parks and Neighborhoods	Figure 13 should show FCVB Visitor Center which is described as a tour bus destination in the text. Identify Golden Heart Plaza under Parks as it is referenced in the last sentence on page 7.	
4	Local Land Use & Transportation Plan P. 47	It is more accurate to call FMATS the official transportation planning body for the Fairbanks Metropolitan Area. FMATS does not have borough-wide transportation planning authority (para 4.4.1).	
5	Current and Future AADT	Remove the one way arrow on First Avenue in Figure 7, as text on page one indicates First Avenue will become two way between Barnette and Cushman Streets.	
6			
7			
8			
9			
10			
11			
12			

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DATE 6/9/05

SIGNED Chuck Hove  
Chuck Hove  
Environmental Coordinator  
Northern Region

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**Daily News - Miner**

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DIVISION APPROVAL

*Joseph W. Keeney* 5-23-05

## OPEN HOUSE

### Illinois Street Reconstruction Project STP-F-M-0663(4)/63102

Tuesday, June 14, 2005

4-7 p.m.

Fairbanks City Hall-Council Chamber  
800 Cushman Street  
Fairbanks, AK 99701

The Alaska Department of Transportation and Public Facilities and the Alaska Division Office of the Federal Highway Administration announce the availability of the Environmental Assessment (EA) and a Public Hearing (Open House) for the Illinois Street Reconstruction project. The proposed project includes:

- Construction of a new bridge extending Barnette Street to Terminal Street.
- Reconstruction of Illinois Street adding turning lanes, sidewalks, and storm drainage.
- Improving Barnette Street with parallel parking, curb, and sidewalks.
- Replacement of the Cushman Street Bridge.

The Environmental Assessment is available online at  
[www.dot.state.ak.us/stwdplng/projectinfo/project\\_pages/illinois\\_street](http://www.dot.state.ak.us/stwdplng/projectinfo/project_pages/illinois_street)  
or by contacting:

Janet Brown, P.E., Engineering Manager  
Department of Transportation and Public Facilities  
2301 Peger Road  
Fairbanks, AK 99709-5316  
Telephone: (907) 451-2283  
Fax: (907) 451-5126  
TDD: (907) 451-2363  
Email address: [janet\\_brown@dot.state.ak.us](mailto:janet_brown@dot.state.ak.us)

You may send comments via letter, email, telephone, or fax until **June 27, 2005**:

If you are a person with a disability who may require special accommodations to participate in this meeting, please contact Ms. Brown at (907) 451-2283:

Notice of Wetland Involvement, Executive Order 11990  
Air Quality Conformity public comment  
Environmental Justice, Executive Order 12898  
Protection and Enhancement of the Cultural Environment Executive Order 11593  
Floodplain Management Executive Order 11988



\*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
ILLINOIS STREET RECONSTRUCTION  
PROJECT STP-F-M-0663(4)/63102  
PUBLIC MEETING  
FAIRBANKS CITY COUNCIL CHAMBERS  
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NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Ednie Vinsan	Jensen	586-7464	F	W
Deborah Todd	DOT Fbks	451-2837	F	W
John Bennett	DOT Fbks	451-5423	M	W
Jill Rasmussen	USKA, Inc	337-7500	M	W
Michelle Richardson	DOT Fbks	451-5414	F	W
David Brown	DOT	451-2283	F	W

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Marie Fletcher	3032 Taxi Lane B N. Pole, AK	488-6416	F	
Doreen Walker	5032 Taxi Lane B UO AK	488-6416	W	
Ron Gougeon	14716 Big Dinosaur Cir Eads Rm 404 99577	622-5059	M	
Kathrine Boyd	DOT	457-2389	F	W
Kayo Ryden	122 N. Turner	456-6457	M	W
John J. Sexton	122 No. Turner	66437	M	W

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NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Bruce Campbell	bruce_campbell@al.state.ak.us	451-8382	M	W
Alden R. Mount	906 Gathrop St.	456-4046	F	W
Christina Mairlyn Mergelick	1008 Reiner Lane	452-3627		white
Wynner Cummins	656 7th Ave FBKS	450-6605	M	W
Mels Bor Jackoviel	4037 Birchlain	479-8534	M	
Donna Hernandez	346 S Brundt	452-2229	F	W

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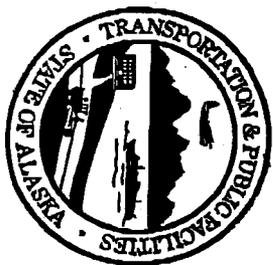
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Marta Ott	339 Broadway	456-6802	F	W
Virginia Kawasaki	1620 Sunha Circle	456-5192	F	A
John Cook	P.O. Box 70456 Fairbanks, AK 99707	457-1500	M	W
MIKE GRAHNER	823 Propper Rd. Fairbanks, AK 99707	452-5287	M	W
Ray L. Carlson	1028 Aurora Dr 99709	453-1414	M	W
Ron Gebhart	,	,	M	W

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TRINA ANDERSON	719 BEUTLEY DR. 99701	456-7888	F	W
Jason Voegele	258 Fellows Ln	451-8663	M	W
Jon Maxwell	800 Cushman St.	459-6875	M	W
Jerry Gelp	551 2nd Ave Su, R 225	452-8671	M	W
Guy Doyle				
Ron Burton	P.O. Box 70166 99707	452-4043	M	W
Gary Stacey	1370 St. Verly Fair 99712	457- 1149	M	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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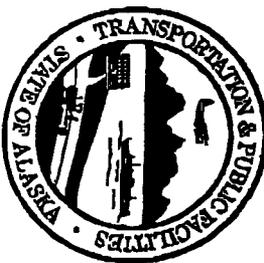
NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Jim (Jim) Phillips	729 1st Ave	456-4982		
Jeff Roach	403 Henderson 55 roads@alaska.net	458-7500	M.	W
Barbara Letting	Alp Sam Allen	456-1423		
MIC COURNEY	P.O. Box 72727 FBKs, AK 99707	458-0911	M	W
Diana Campbell	Dependa 1308 Under Finner way FBKs - AK 99705	459-7523	F	AR
Kathy Shier		456-5074	F	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
To Heckman	Denali State Bank 119 N. Cushman St.	458-4222	F	A
Jeff Brunsler	Denali State Bank 119 N. Cushman St.	458-4227	M	W
David Hayden	1472 3RD AVE FAIRBANKS AK 99701	474.0064	M	/
Bill Gyrdler	1314 6th Ave Fairbanks 99701	456-5253	M	W
Constance For Doree McWhorter	3712 Ave Antisocial Warehouse	458-4081	F	W
Sharon McGarity	2201 Peper	467 2240	F	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
 ILLINOIS STREET RECONSTRUCTION  
 PROJECT STP-F-M-0663(4)/63102  
 PUBLIC MEETING  
 FAIRBANKS CITY COUNCIL CHAMBERS  
 SIGN IN SHEET



PROJECT NAME ILLINOIS STREET RECONSTRUCTION -PROJECT STP-F-M-0663(4)/63102 DATE JUNE 14, 2005 4-7 P.M.

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Jackson C Fox	318 Bias Dr. Fairbanks, AK 99712	452-3071	M	W
Douglas Yates	Box 224 Estu 99725	479-8300	M	
J C Phillips	PO BOX 70567 FBK5 AK 99707	457-1269	M	W
Mike Cook	P.O. Box 70025 Fairbanks, Alaska 99707	457-7836	M	W
Kellie Stiller	Box 73523 99707	457-7389	F	W
Rudry Savoka	Box 70021	452-8422	M	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Ric Smoyer	205 W. Cashman	456-6496	M	W
<i>[Signature]</i>	543 2nd Ave - <i>[Signature]</i>	488- <i>[Signature]</i>	M	Alaskan
Tim Koser	1066 27th, No. Ave	5648	M	W
Mike Wiegelt	758 Illinois St Fairbanks AK 99701	451-5679	M	W
SANTA KAWASAKI	<del>758 Illinois St</del> 1711 Conover Ave 99709	487-5368	F	A
David L. McCaleb	2035 Esquire	456-6461		

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME ILLINOIS STREET RECONSTRUCTION - PROJECT STP-F-M-0663(4)/63102 DATE JUNE 14, 2005 4-7 p.m.

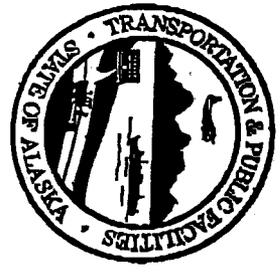
NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Jane Haigh	280 E Birch Hill Rd	457-7854	F	
Richard Hunsberger	272 Illinois St	456-8270	M	
Suzil Daggaman	551 2nd Ave	459-8691	F	
Jim Mosley	665 Tenth, #202	458-3000	M	
Rocky Wilson	153 Gruen Inp way Fbks, AK	457-1696	M	
Bob & Maria Toccoel	1316 10th Ave, Fbks 99701	458-5885	F/M	M

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Ailyn Yanish	568 Manroe St	456-2488	M	W
Susan Yanish	"	"	F	W
Bobby N.	Bobby's Restaurant			
Kren Farrell	331 5TH AVE kfarrell@acs.alaska.net	952-4166	F	W
DEB HICKOK	ECVB 550 FIRST AVE FAIRBANKS AK 99707-0809	457-3282 7322	F	W
Linda Heik	<del>725</del> 8301 Dyer Rd Fairbanks AK 99709	951-5255	F	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Thomas M. Gilligan	722 9 <sup>th</sup> Ave	452-7293	M	W
Luis J. Gilligan	722 9 <sup>th</sup> Ave	452-7293	F	W
Patrick Smire	800 Caserman letter@ak.net.	454-6768	M	W
Barbara Philled	729 First Ave	456-7246	F	W
Rev. Ireland L. McCaffrey, Sr.	115 N. Casman ST. 1cc @ GCI.NET	453-3533	M	
MARID H-VELDERAIV	112 North Huron	457-8350		W

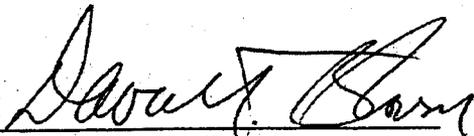
RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)



## Certification of Public Hearing

I hereby certify that the Alaska Department of Transportation and Public Facilities has held a public hearing for Illinois Street Reconstruction, Project STP-F-M-0663(4)/63102, in accordance with Title 23 of the United States Code of Federal Regulations, and that all relevant laws and regulations regarding public involvement have been followed.

A public hearing was held in Fairbanks on June 14, 2005. The Department has considered and weighed the public's comments, and the social, economic and environmental effects of the proposed project. ADOT&PF have taken into consideration the proposed projects consistency with the goals and objectives of the Fairbanks community.



David T. Bloom, P.E.  
Preconstruction Engineer  
Alaska Department of Transportation and Public Facilities  
Northern Region

6/28/05  
Date